

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION ~~SECRET~~

COUNTRY Albania

DATE DISTR. 16 August 1948

SUBJECT Albanian Roads and Bridges

NO. OF PAGES 5

PLACE ACQUIRED

NO. OF ENCLS.
(LISTED BELOW)

DATE OF

SUPPLEMENT TO
REPORT NO.

50X1-HUM

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES. WHETHER OR NOT THE INFORMATION IS SO U. S. C. 84 AND 32 AS ASSEMBLED, ITS TRANSMISSION OR THE DISSEMINATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED. HOWEVER, INFORMATION CONTAINED IN BODY OF THIS FORM MAY BE UTILIZED AS DEEMED NECESSARY BY THIS RECEIVING AGENCY.

THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
USE OF TRAINED INTELLIGENCE ANALYSTS

50X1-HUM

1. Beginning in 1947, all roads in Albania were repaired; asphalted roads were re-asphalted and macadamized roads were re-macadamized. At present, the roads are constantly checked and if necessary repaired at once. The minimum capacity of bridges is 30 tons.
2. The Tirana-Durres road, which passes through Vorre, is about 37 kilometers long and 10 meters wide. On this asphalt road there are two bridges; a large ferro-concrete bridge 80-90 meters long and 1½ meters wide, at Limuth, near Vorre, and another ferro-concrete bridge, 80-90 meters long and 1½ meters wide at Erzen near Shijak.
3. There is another road from Tirana to Durres which passes through Ndroq, also 37 kilometers long, and asphalted. There is a large ferro-concrete bridge at Beshirit, 80-90 meters long and 1½ meters wide.
4. The Vorre-Shkoder road is about 103 kilometers long, 8 meters wide and is asphalted. On this road there are five bridges:
 - a. A ferro-concrete bridge at Zeze, 40 meters long, 12 meters wide
 - b. A ferro-concrete bridge at Gjoles, 50 meters long, 12 meters wide
 - c. A ferro-concrete bridge at Milot, 220 meters long, 12 meters wide
 - d. A ferro-concrete bridge at Leshes, 120 meters long, 12 meters wide
 - e. A ferro-concrete bridge at Bahcallek, 250 meters long, 12 meters wide.
5. The Shkoder-Puke-Kukes road is about 122 kilometers long, 8 meters wide and asphalted. From Vau i Dejes this road has a gradient of four percent. It passes through hard and rocky terrain. There is a ferro-concrete bridge at Vau i Dejes, 120 meters long and 12 meters wide, and another ferro-concrete bridge at Kukes, 80 meters long and 12 meters wide. Besides these bridges, there are 28 small concrete and wooden bridges on this road. This road is sometimes blocked by snow.
6. The Milot-Rubig-Prosek-Burel-Qaf Mure-Peshkopije road is about 89 kilometers long, 6 meters wide and macadamized. There are two bridges, 50-60 meters long and 6 meters wide, in concrete and stone, and two bridges near Rubig and a third near Peshkopije in ferro-concrete, 80 meters long and 10 meters wide.

CLASSIFICATION SECRET/CONTROL

U.S. OFFICIALS ONLY

| STATE | NAVY | NSRB | DISTRIBUTION | | | | | |
|-------|------|------|--------------|--|--|--|--|--|
| ARMY | X | AIR | X | | | | | |

Document No. 9

NO CHANGE in Class. DECLASSIFIED

Class. CHANGED TO: TS S (C)

DDA Memo, 4 Apr 77

Auth: DDA REG. 77/1763

Date: 5 MAY 1978

CONFIDENTIAL

50X1-HUM

SECRET/CONTROL

CENTRAL INTELLIGENCE AGENCY

-2-

7. The Tirana-Shengjergj-Guri i Pardhe-Klos Veliqardhe-Shtepenze-Peshkopije road was built up to Klos by the Italians and the other part up to Shtepenze by the present regime. It was opened to traffic in 1947. This road is 72 kilometers long and 6 meters wide.

8. The Kruje-Qaf Shtames-Kurrel road is 63 kilometers long and 6 meters wide, macadamized, built as a strategic road prior to 1939. At Fusha e Krujes it joins the Tirana-Shkoder road. Four kilometers beyond Kruje, a five percent grade begins and continues for 12 kilometers. There are only small ferro-concrete bridges on this road.

9. The Tirana-Elbasan road is 44 kilometers long, 9 meters wide and asphalted. There are two ferro-concrete bridges; one nine kilometers from Farkë is 80 meters long and 10 meters wide and the other at Erzen (14 kilometers from Tirana), is 130 meters long and 12 meters wide.

10. The Durres-Kavaje-Rogozhine-Faqin-Elbasan-Librashzhd-Podgradec-Korce road is 190 kilometers long, 8 meters wide. It is asphalted as far as Podgradec and from Podgradec to Korce, macadamized. There is one ferro-concrete bridge near Korce (Jezër Maliq), 10 meters wide, and several small ferro-concrete and stone bridges.

11. The Rogozhine-Lushnje-Fier-Vlone road is about 88 kilometers long, 8 meters wide and asphalted. There are three ferro-concrete bridges: one at Shkumbi (near Rogozhine), 140 meters long, 12 meters wide; one at Seman (near Fier), 130 meters long, 12 meters wide, and the third at Vijose (15 kilometers south of Fier), 180 meters long and 12 meters wide. This road, which skirts the Adriatic shore, links Durres with the ports of Vlone and Sarande. In view of its importance, it is under military guard.

12. The Vlone-Himara-Sarande road is about 100 kilometers long, 6 meters wide and macadamized. There is one ferro-concrete bridge at Dukat and numerous small ferro-concrete and stone bridges.

13. Lushnje-Berat-Kelcyra road is about 96 kilometers long. Between Lushnje and Berat it is eight meters wide and from Berat to Kelcyra it is four or five meters wide and macadamized. There is one ferro-concrete bridge at Devoli, 150 meters long and 12 meters wide, and another ferro-concrete bridge at Hassan Beu, near Kucova 70 meters long and 12 meters wide. There are also some small stone and wooden bridges.

14. The Vlone-Tepelene-Kelcyra-Permet-Perat road is six meters wide and macadamized. There are three medium ferro-concrete and stone bridges; one at Shushica near Vlone; one at the entrance to Tepelene, and one at Permet.

15. The Sarande-Delvine-Gjorgucat-Gjinokaster-Tepelene road is 96 kilometers long, 6 meters wide and macadamized. There are no large bridges; the small bridges are of ferro-concrete and stone.

16. The Korce-Borove-Leskovic-Perat road is 105 kilometers long, 6 meters wide and macadamized. There are no large bridges. The numerous small bridges are of concrete or stone.

17. The Librazhd-Peshkopije-Kukes road is about 162 kilometers long and 6 meters wide. Between Librazhd and Ostren there is a three to four percent gradient. Between Peshkopije and Kukes it skirts the Drin i zi Valley. There are two concrete bridges, one at Canës and the other at Kukes. There are about 200 small wooden bridges, but these are being replaced by concrete bridges.

18. The Elbasan-Gramsh-Maliq-Korce road was built during the war and is four or five meters wide. Although it has not been completed, it is being used by traffic.

19. The Fier-Tepelene road was built during the war and is not completely finished, though used by traffic.

SECRET/CONTROL

U.S. EDITION ONLY

SECRET

CONFIDENTIAL

~~SECRET~~
CENTRAL INTELLIGENCE AGENCY

20. The Shkoder-Koplik-Hani Hotit-Podgorica road is eight meters wide and asphalted. There are no large bridges except one two kilometers from the Jugolsav frontier, built of ferro-concrete.
21. The Shkoder-Boge-Shengjergj road is six meters wide. It was to be prolonged to link up with the Puke-Kukes road, but has not yet been completed.

~~CONFIDENTIAL~~
~~SECRET~~
U.S. GOVERNMENT PRINTING OFFICE